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REPORT

TOPIC Schoenwalde Airfield

50X1

EVALUATION PLACE OBTAINED

DATE OF CONTENT

50X1-HUM

DATE OBTAINED

DATE PREPARED 31 March 1950

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The Schoenwalde (W 53/Z 66) airfield was observed from the east and south between 9:30 a.m. and 1:30 p.m. on 28 January 1950 in good visibility

- a. The doors of the western hangar on the north edge of the field were slightly open and the other two hangars were open and empty. East of these hangars were two more hangars, one behind the other, with round roofs, the interior of which could not be seen.

- b. About 40 aircraft, almost all of them covered with tarpaulins, were parked in front of the hangars and the flight control station. Of these planes eight single-engine low-wing monoplanes and two biplanes whose engines were revved up, taxied to the southern edge of the field and took off for local flights at 11:45 a.m. Tank trucks, some other trucks, a radio truck and about 50 soldiers were standing at the take-off point.

2. Most of the planes stationed at the field were of the following type:

Single-engine low-wing monoplane, in-line engine; a barrel, reinforced at tip, fitted at each leading edge of wings; a rod, thinner than the barrel at right wing. Cockpit extending from first quarter of wings, fairing into fuselage in line with trailing edge of wings, antenna rod on top of front section of cockpit, weapon pointing to the rear from two-seat cockpit. A tube set horizontally to a short vertical rod at outer third of left wing (some planes have a long and dark barrel instead of the tube). A flap (radiator ?) open by 30 to 35 degrees to the rear, set under fuselage, in about mid-wing. A device, believed to be a generator instead of a landing head-lamp, set forward of flap. When the landing gear was extended two half-open flaps were seen under each wing. Wheels set outside of landing gear strut retracting into wings.

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behind flaps. Wings and elevator assembly slightly dihedral, elevator assembly set about in line with upper side of fuselage and termination forward of rudder assembly. Underside painted light blue, upper side dark green; figure 11 identified on a blank. Antenna wire attached to insulator on upper side of rudder assembly.

3. Flying stopped at 3:30 p.m.

4. a. Schoonwalde residents stated on 3 February 1950 that 15 Soviet Air Force officers' dependents, including the former field commander and his family, evacuated the houses opposite the field and were shipped with their furniture and baggage to the Soviet Union on 31 January 1950. They left on trucks. Ten more officers' dependents were to leave for the Soviet Union on 15 February 1950.

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b. Jeep [ ] and [ ] trucks were seen entering and leaving the field [ ]

5. There was flying with 8 to 10 twin-engine aircraft (double rudder assembly) of two types between 9:40 a.m. and 3:30 p.m. on 11 February 1950 in good visibility, a 1,000-meter base of cloud and occasional rain showers. The planes took off from the northeastern corner of the field. Only one plane was in the southern hangar at that corner. The northern hangar was closed. The twin-engine planes, probably previously permanently stationed at the field, have been parked in the hangars. Some tank trucks, trucks and radio truck with a very long rod antenna were standing at the take-off point. The masts of the radio station west of the field had not been re-erected. Local flights and flights of up to 15-minute duration were made.

6. The following two aircraft types were seen flying over the field:

a. Features seen on both types:

Mid-wing monoplane (not low-wing monoplane, as the fuselage section under the wings was higher than that over the wings), wing dihedral apparently only starting beside engines, two in-line engines (cover same as on radial engines, but air exhausts one behind the other), propellers in line with front of cockpit, engines suspended from wings, smooth upper side of wings, engine rump protruding beyond trailing edge of wings, small engine, possibly generator, on top of engine. No radiator seen. Landing gear retracting into engine nacelle; retractable tail wheel. Three-bladed propeller. Loop antenna-like device under fuselage. No rod or grid-like device for radar set seen. Upper side painted dark green, underside light blue, white-circled Soviet star, white-red-white stripes on rudder assembly under Soviet star, propeller hubs of various colors. [ ]

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b. Aircraft type with one cockpit:

Blue propeller hub, vacated cockpit, on top of left section (in direction of flight) antenna rod reinforced at tip with one antenna wire to each side of rudder assembly, cockpit beginning between nose and leading edge of wings, strong barrel (sic), probably cannon, protruding beyond rear section of cockpit. Glazed step on upper side of fuselage aft of trailing edge of wing. Similar glazed step at underside of fuselage, set farther to the rear. Bottom side of nose glazed.

c. Aircraft with double cockpit:

Red propeller hub. Front cockpit beginning between nose and leading

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edge of wings and terminating about in line with leading edge of wings or slightly aft of it. Second cockpit adjacent to front one, terminating forward of trailing edge of wings. Both cockpits, apparently glazed in front section only, steep in front, sloping to rear, apparently weapon in second section pointing rearward. Nose apparently more pointed than that of single-cockpit plane, and underside not glazed. No steps in fuselage. A glazed window, each with view through fuselage, on both sides of fuselage between trailing edge of wings and rudder assembly. There was no weapon but apparently a carrying device for one.

7. The single-engine ground attack aircraft, seen previously, covered with tarpaulins, and some biplanes were parked in front of the hangars farther westward. Air force truck [ ] drove toward the field.

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[ ] Comment:

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a. The aircraft described in para 2 is very probably the IL-10 type. Thus the occupation of the field by a ground attack regiment, known from other sources, is confirmed.

b. In addition to the ground attack regiment, an air unit equipped with twin-engine planes is apparently stationed at the field, which is at variance with previous assumption. The unit is possibly a component training unit of the III Ssr Corps. The unit was continually confirmed to be stationed in Schoenwalde up to the Fall of 1949. In connection with the transfer of the transports (LI-1s) from Schoenwalde to Stanken it was assumed that the bombers were also transferred to Stanken as no more bombers were seen at the field. Individual bombers have been observed in Schoenwalde only since January 1950. It is therefore assumed that the aircraft assigned to the bomber unit were parked in the hangars during the winter months and could not be seen.

c. According to the description in para 6 the bombers are TU-2s. The aircraft type with two cockpits also seems to be a version of the TU-2 plane. The tactical employment of both types is unknown. From the information that the double-cockpit type has an unglazed nose it is inferred that this plane is possibly not a bomber but an air reconnaissance plane or night fighter. Twin-engine planes with double cockpits fitted in a similar way have also been seen at other Soviet zone airfields occupied by bomber units. It has so far been assumed that these aircraft were PE-2 and PE-3 types. Attempts are being made to determine whether the aircraft observed are TU-2s or a version of the TU-2 plane. As the PE-2 and TU-2 types are very similar it is considered possible that the two types were confused.